SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

18

TIME TABLE

FOR THE

SALT LAKE DIVISION

To Take Effect Sunday, March 21, 1920, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Time Table No. 18

March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS	FIRST CLASS					Distance from San Francisco		STATIONS
	268	186	254	312	262	128	2	124	10	6	20			
	Fast Freight	Local Freight	Ogden Manifest Freight	Local Freight	Fast Freight	Westwood-Hazen Passenger	Overland Limited	Tonopah Express	Express	Atlantic Express	Pacific Limited			
	Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard PFWYTO	**7.00PM**		10.45AM	5.10AM	2.45AM		8.30PM	7.50PM	11.30AM	8.30AM	12.50AM	246.2	DNR	**SPARKS** 2.9
116 P	7.10		11.00	5.26	2.55		8.36	7.55	11.35	f **8.39**	12.55	249.1		VISTA 3.3
												252.4		TOOMBS (Spur) 0.7
115 P	7.19		11.18	**5.38**	3.04		8.42	8.02	11.42	f 8.47	1.02	253.1		HAFED 4.2
115PW	7.28		11.33	5.55	3.13		8.48	8.10	11.50AM	f 8.55	1.08	257.3		DITHO 4.8
117 P	7.45		11.45AM	6.10	3.30		8.55	f8.17	12.01PM	f 9.05	1.15	262.1	DN	CLARK 4.6
115 P	7.55		**12.10PM**	6.20	3.40		9.01	8.25	**12.10**	f 9.14	1.22	266.7		THISBE 2.6
24								f		f		269.3		DERBY 2.1
104PW	8.05		12.50	**6.48**	3.50		9.08	8.35	12.17	f 9.25	**1.28**	271.4		GILPIN 4.7
244PY	8.15	6.10PM	1.05	**7.15**	4.00	**5.55PM**	9.15	s8.45	s12.25	s **9.35** 9.50	f 1.35	276.1	DN	**FERNLEY** 4.3
115 P	8.23	6.20	1.20	7.40	4.08	6.02	9.22	8.53	12.32	f 9.58	**1.42**	280.4		ARGO 4.0
118 P	8.30	6.30	**1.40**	8.00	4.15	6.08	9.28	9.02	12.38	f10.04	1.48	284.4		PATNA 3.7
161 P FWYT	8.50	6.40PM	1.58	8.30	**4.35**	s 6.15PM	s 9.37	s9.15PM	s12.50	s10.20	s 1.58	288.1	DNR	**HAZEN** 4.4
114PW	9.00		2.17	9.05	4.45		9.43		**1.00**	f10.30	2.05	292.5		MASSIE 4.9
115 P	9.10		2.38	9.30	**4.55**		9.49		1.07	f10.39	2.12	297.4		FALAIS 4.6
104 P	9.20		3.00	9.50	5.05		9.55		1.14	f10.47	2.19	302.0		UPSAL 4.8
114 P	9.30		3.19	10.15	5.15		10.02		1.21	f10.56	2.26	306.8		DESERT 4.9
115PW	9.40		3.40	10.37	5.25		10.10		f 1.28	f**11.05**	2.33	311.7	DN	PARRAN 4.4
116 P	9.50		**4.15**	10.50	5.35		10.16		1.35	f11.14	2.39	316.1		HUXLEY 3.9
116 P	9.58		4.25	**11.22**	5.43		10.21		1.40	f**11.22**	2.44	320.0		OCALA 4.2
115 P	10.06		4.39	11.35	5.51		10.27		1.46	f11.30	**2.50**	324.2		MIRIAM 2.0
										f		326.2		FANNING (Spur) 2.2
119 P	10.15		4.58	11.50AM	6.00		10.33		1.52	f11.38	2.56	328.4	N	TOY 3.4
115 P	10.23		5.15	12.20PM	6.08		10.38		1.56	f11.45	3.01	331.8		TOULON 4.6
114 P	10.30		5.40	12.35	6.15		10.44		2.03	f11.52	3.07	336.4		GRANITE POINT 4.1
57PY	10.38		6.00	12.50	6.23		10.50		2.10	f11.59AM	**3.14**	340.5		PERTH 3.8
89PW	10.50		6.20	1.14	6.40		s11.02		s 2.27	s12.10PM	s 3.23	344.3	DN	LOVELOCK 4.7
58PW	**11.10**		6.45	1.36	6.55		**11.10**		2.35	f12.19	3.30	349.0		KODAK 4.2
162 P	11.25		7.05	1.57	7.10		11.17		2.43	f12.28	3.37	353.2		WOOLSEY 4.6
94PW	**11.45PM**		7.30	2.20	**7.30**		11.28		s **2.55**	s12.40	f 3.50	357.8	DNR	**OREANA** 8.2
138 P	12.10AM		8.10	**3.10**	7.55		11.40		**3.10**	f12.56	4.02	366.0		RYE PATCH 6.6
										f		372.6		VALERY (Spur) 4.4
129PW	12.35		9.10	3.50	8.20		11.56PM		3.28	f 1.20	4.20	377.0		HUMBOLDT 7.1
Yard PFWYT	12.55AM		9.45PM	4.30PM	8.40AM		s12.10AM		s 3.40PM	¶ 1.35PM	s 4.30AM	384.1	DNR	**IMLAY**
	Arrive Daily	Ar. Tuesday, Thursday, Saturday	Arrive Daily	Arrive Monday, Wednesday, Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	137.9		
	(5.55)	(0.30)	(11.00)	(11.20)	(5.55)	(0.20)	(3.40)	(1.25)	(4.10)	(5.05)	(3.40)			............Time over District..............
	23.34	24.00	12.55	12.18	23.34	36.00	37.63	29.64	33.14	27.17	37.63			........Average Speed per Hour............

Automatic Block

Double Track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

Sparks Sub-Division—TOWARD SAN FRANCISCO

Westward

Time Table No. 18

March 21, 1920.

			FIRST CLASS					SECOND CLASS	THIRD CLASS		
		Distance from Imlay	1	123	5	19	9	127	253	185	311
	STATIONS		Overland Limited	Tonopah Express	San Francisco Limited	Pacific Limited	Fast Mail	Hazen-Westwood Passenger	Ogden Manifest Freight	Local Freight	Local Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday, Wednesday, Friday	Ar. Tuesday, Thursday, Saturday
DNR	**SPARKS** 2.9	138.1	s 5.55AM	s 6.10PM	¶ 7.00PM	s 2.25AM	s 2.33AM		9.00AM		4.45PM
	VISTA 3.3	135.2	5.45	f 5.55	6.47	2.15	2.27		8.39		4.30
	TOOMBS (Spur) 0.7	131.9									
	HAFED 4.2	131.2	5.38	f 5.43	6.35	2.05	2.22		8.05		4.10
	DITHO 4.8	127.0	5.28	f 5.33	6.25	1.55	2.16		7.35		3.52
DN	CLARK 4.6	122.2	5.18	f 5.24	6.18	1.45	2.10		7.15		3.31
	THISBE 2.6	117.6	5.10	f 5.16	6.11	1.37	2.03		7.00		3.10
	DERBY 2.1	115.0		f							
	GILPIN 4.7	112.9	5.02	f 5.08	6.03	1.28	1.56		6.48		2.50
DN	**FERNLEY** 4.3	108.2	4.55	s 5.00	5.55 s 5.43	1.12	1.49	9.25AM	6.30	7.05AM	2.20
	ARGO 4.0	103.9	4.48	f 4.52	5.35	1.05	1.42	9.18	6.15	6.55	1.57
	PATNA 3.7	99.9	4.42	f 4.45	5.25	12.58	1.33	9.12	6.00	6.45	1.40
DNR	**HAZEN** 4.4	96.2	s 4.35	4.35PM	s 5.15	s 12.50	s 1.25	9.05AM	5.45	6.30AM	1.25
	MASSIE 4.9	91.8	4.25		f 5.00	12.38	1.15		5.15		1.00
	FALAIS 4.6	86.9	4.18		f 4.50	12.30	1.09		4.55		12.40
	UPSAL 4.8	82.3	4.11		f 4.40	12.23	1.03		4.30		12.05PM
	DESERT 4.9	77.5	4.04		f 4.30	12.17	12.57		4.15		11.40AM
DN	PARRAN 4.4	72.6	3.57		f 4.23	12.10	12.51		3.57		11.05
	HUXLEY 3.9	68.2	3.51		f 4.15	12.03AM	12.45		3.30		10.45
	OCALA 4.2	64.3	3.45		f 4.10	11.57PM	12.40		3.12		10.30
	MIRIAM 2.0	60.1	3.39		f 4.03	11.50	12.35		2.50		10.15
	FANNING (Spur) 2.2	58.1			f						
N	TOY 3.4	55.9	3.32		f 3.55	11.45	12.30		2.20		9.40
	TOULON 4.6	52.5	3.27		f 3.49	11.40	12.26		2.02		9.17
	GRANITE POINT 4.1	47.9	3.20		f 3.42	11.33	12.20		1.50		9.05
	PERTH 3.8	43.8	3.14		f 3.36	11.27	12.15		1.35		8.48
DN	LOVELOCK 4.7	40.0	s 3.04		s 3.30	s 11.20	12.10		1.25		8.28
	KODAK 4.2	35.3	2.57		f 3.16	11.10	12.04AM		1.13		8.07
	WOOLSEY 4.6	31.1	2.51		f 3.10	10.55	11.59PM		1.05		7.50
DN	**OREANA** 8.2	E.B. 26.3 W.B. 26.5	2.45		s 3.03	10.45	11.53		12.50		7.30
	RYE PATCH 6.8	18.1 18.3	2.32		f 2.48	10.32	11.40		12.30AM		6.40
	VALERY (No Siding) 4.4	11.5 11.5			f						
	HUMBOLDT 7.1	7.1 7.1	2.16		f 2.32	10.16	11.25		11.55PM		5.55
DNR	**IMLAY**	0.0 0.0	2.05AM		2.20PM	10.05PM	11.15PM		11.30PM		5.30AM
	138.1	137.9 138.1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Monday, Wednesday, Friday	Leave Tuesday, Thursday, Saturday
	Time over District		(3.50)	(1.35)	(4.40)	(4.20)	(3.18)	(0.20)	(9.30)	(0.35)	(11.15)
	Average Speed per Hour		36.02	26.46	28.80	31.84	41.85	36.00	14.53	20.57	12.28

Automatic Block

Double Track

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Oreana.

No. 5 will stop at stations between Hazen and Sparks to let off Passengers from points east of Hazen.

Eastward. FROM SAN FRANCISCO—Imlay Sub-Division—TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 18 March 21, 1920.		Distance from Carlin	FIRST CLASS				SECOND CLASS	
	254	262	314	268	10	6	20	2					5	19	9	1	313	253
	Ogden Manifest Freight	Fast Freight	Local Freight	Fast Freight	Express	Atlantic Express	Pacific Limited	Overland Limited					San Francisco Limited	Pacific Limited	Fast Mail	Overland Limited	Local Freight	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard PFWYT	10.30PM	4.00PM	5.55AM	5.20AM	3.50PM	1.55PM	4.35AM	12.15AM	384.1	DNR **IMLAY** 4.6	Double Track	150.2	¶ 2.05PM	s 10.00PM	s 11.12PM	s 2.00AM	4.40PM	10.45PM
	10.50	4.15	6.10	5.35	f 4.00	s 2.03	4.43	12.23	388.7	MILL CITY 8.3		145.6	s 1.54	9.53	11.05	1.54	4.25	10.15
138 W	11.21	4.35	6.40	5.55	4.15	f 2.18	4.58	12.37	397.0	COSGRAVE 9.6		137.3	f 1.36	9.42	10.55	1.44	4.00	9.42
45 P	11.59PM	5.05	7.10	6.25	4.30	f 2.35	5.13	12.55	406.6	DNR **ROSE CREEK** 5.3		127.7	f 1.21	9.28	10.43	1.32	3.35	9.00
113 P	12.15AM	5.15	7.25	6.35	4.42	f 2.45	5.23	1.02	412.1	BENIN 5.2		122.4	f 1.13	9.20	10.36	1.23	3.20	8.45
200 PW	12.30	5.35	8.15	6.55	s 5.00	s 3.00	s 5.40	s 1.15	417.3	DN WINNEMUCCA 3.5		117.2	s 1.05	s 9.10	f 10.29	s 1.15	3.00	8.30
									420.8	**WESO** 2.5		113.7						
114	12.55	5.48	8.30	7.08	5.10	f 3.10	5.50	1.25	423.3	TULE 5.6		111.2	f 12.47	8.56	10.20	12.55	1.50	8.15
57	1.15	6.00	8.43	7.20	5.20	f 3.20	5.59	1.33	428.9	EGLON 5.1		105.6	f 12.38	8.49	10.12	12.48	1.30	8.00
100 W	1.40	6.15	9.15	7.35	f 5.33	s 3.33	6.06	1.40	434.0	DN GOLCONDA 5.3		100.5	s 12.30	f 8.42	10.05	12.41	1.15	7.40
115 P	1.55	6.25	9.30	7.45	5.43	f 3.43	6.15	1.49	439.3	PREBLE 4.2		95.2	f 12.18	8.35	9.58	12.34	12.30	7.25
116	2.10	6.35	9.41	7.55	5.51	f 3.51	6.21	1.55	443.5	COMUS 4.6		91.0	f 12.12	8.29	9.52	12.28	12.12PM	7.10
116 P	2.25	6.48	9.55	8.08	6.00	f 4.00	6.29	2.03	448.1	N IRON POINT 4.6		86.4	f 12.05PM	8.24	9.46	12.20	11.45AM	6.48
115	2.45	6.58	10.07	8.18	6.10	f 4.10	6.36	2.10	452.7	HERRIN 4.7		81.8	f 11.58AM	8.18	9.40	12.13	11.25	6.33
115	2.58	7.08	10.17	8.28	6.19	f 4.19	6.44	2.18	457.4	STONE HOUSE 3.9		77.1	f 11.51	8.12	9.34	12.06	11.10	6.19
82 FW	3.20	7.28	10.25	8.48	6.32	f 4.32	6.50	2.23	461.8	DN VALMY 5.0	Automatic Block	73.2	f 11.46	8.07	9.29	12.01AM	10.53	6.00
102	3.45	7.40	10.35	9.00	6.42	f 4.42	7.00	2.32	466.3	MOTE 4.6		68.2	f 11.38	7.59	9.22	11.52PM	10.35	5.40
83	4.05	7.53	10.45	9.10	6.49	f 4.49	7.06	2.38	470.9	PIUTE 4.9		63.6	f 11.32	7.53	9.16	11.45	10.20	5.21
82 WP	4.35	8.10	11.25	9.30	s 7.00	s 5.00	s 7.17	2.48	475.8	DN **BATTLE MOUNTAIN** 6.2		58.7	s 11.25	s 7.45	s 9.10	11.39	9.30	5.00
82	5.00	8.25	11.40	9.45	7.12	f 5.12	7.27	2.58	482.0	ROSNY 5.7		52.5	f 11.12	7.33	9.00	11.29	9.10	4.25
75	5.35	8.34	11.55AM	9.55	7.24	f 5.20	7.36	3.07	487.7	ARGENTA 5.2		46.8	f 11.02	7.24	8.53	11.21	8.55	4.00
110	6.05	8.46	12.10PM	10.05	7.32	f 5.28	7.44	3.15	492.9	MOSEL 5.6		41.6	f 10.53	7.16	8.46	11.13	8.35	3.36
115	7.00	8.56	12.25	10.15	7.40	f 5.35	7.53	3.24	498.5	SHOSHONE 5.2		36.0	f 10.45	7.08	8.39	11.06	7.53	3.12
115	7.30	9.06	12.37	10.38	7.48	f 5.45	8.01	3.32	503.7	LADOGA 4.5		30.8	f 10.38	7.00	8.32	10.59	7.30	2.50
109 W	7.50	9.20	1.10	10.50	f 7.55	s 5.57	f 8.10	3.40	508.2	DN BEOWAWE 4.5		26.3	s 10.30	f 6.53	8.26	10.53	7.10	2.25
116	8.18	9.30	1.25	11.00	8.03	f 6.07	8.18	3.48	512.7	CLURO 4.3		21.8	f 10.21	6.45	8.20	10.46	6.35	2.03
117	8.30	9.40	1.40	11.10	8.14	f 6.16	8.24	3.54	517.0	HARNEY 3.3		17.5	f 10.15	6.38	8.14	10.40	6.20	1.40
						f			520.3	BARTH (Spur) 1.3		14.2	f					
115	8.45	9.50	2.15	11.18	8.25	f 6.30	8.32	4.01	521.6	GERALD 3.6		12.9	f 10.07	6.30	8.08	10.35	6.00	1.15
									525.2	E. N. Crossing 0.3		9.3						
									525.5	E. N. Crossing 0.2		9.0						
117 W	9.10	10.05	3.00	11.30	s 8.40	s 6.45	f 8.40	4.08	525.7	DN **PALISADE** 5.5		8.8	s 9.55	f 6.23	8.00	10.29	5.45	12.55
58	9.40	10.21	3.40	11.44	8.50	f 6.55	8.50	4.18	531.2	TYROL 3.3		3.3	f 9.40	6.12	7.52	10.21	5.19	12.26
Yard PFWT	10.10AM	10.30PM	4.15PM	11.50AM	s 9.00PM	¶ 7.05PM	s 9.00AM	s 4.25AM	534.5	DNR **CARLIN**		0.0	9.35AM	6.05PM	7.45PM	10.15PM	5.00AM	12.10PM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(150.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(11.40)	(6.30)	(10.20)	(6.30)	(5.10)	(5.10)	(4.25)	(4.10)		Time over District			(4.30)	(3.55)	(3.27)	(3.45)	(11.40)	(10.35)
	12.87	23.11	14.53	23.11	29.07	29.07	34.00	36.05		Average speed per hour			33.38	38.30	43.74	40.05	12.87	14.17

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Rose Creek.
Time of Eastward Trains at Battle Mountain applies at East Switch of North Siding.
No. 1 will stop at Palisade to let off Passengers from points east of Ogden.

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Eastward. | Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco		Time Table No. 18 March 21, 1920.	Distance from Montello	FIRST CLASS				SECOND CLASS	
	268 Fast Freight	**254** Ogden Manifest Freight	**316** Local Freight	**262** Fast Freight	**10** Express	**6** Atlantic Express	**20** Pacific Limited	**2** Overland Limited					**5** San Francisco Limited	**19** Pacific Limited	**9** Fast Mail	**1** Overland Limited	**253** Ogden Manifest Freight	**315** Local Freight
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard PFWT	**7.45PM**	**11.10AM**	6.15AM	4.55AM	9.10PM	7.25PM	9.10AM	4.30AM	534.5	DNR	**CARLIN** 3.0	127.4	s 9.25AM	s 5.55PM	s **7.40PM**	s 10.10PM	**11.10AM**	4.10PM
58	8.00	11.25	6.30	5.10	9.15	**7.35**	**9.16**	4.35	537.5		VIVIAN 2.8	124.4	**9.16**	5.48	**7.35**	10.03	10.55	3.50
114	8.07	11.35	6.40	5.17	9.20	f 7.40	9.21	4.40	540.3		TONKA 4.2	121.6	9.05	5.43	7.31	9.58	10.42	3.44
115	8.15	11.47AM	6.52	5.25	9.28	f 7.48	9.29	4.48	544.5		MOLEEN 5.8	117.4	f 8.55	5.35	7.25	9.50	10.22	3.33
58	8.25	12.05PM	7.05	5.35	**9.40**	f 7.58	9.39	4.58	550.3		AVENEL 4.6	111.6	8.45	5.25	7.17	**9.40**	10.05	3.18
									554.9		WEST ELKO 1.1	107.0						
102 WP	8.38	12.50	8.00	5.50	s 9.55	s 8.10	s **9.50**	s 5.10	556.0	DN	**ELKO** 0.8	105.9	s 8.35	s 5.15	7.08	s 9.30	**9.50**	3.00
									556.8		EAST ELKO 3.7	105.1						
58	8.45	1.15	**8.25**	6.00	10.05	8.20	10.00	5.20	560.5		COIN 4.3	101.4	f **8.25**	5.03	6.58	9.20	9.10	2.15
85	8.54	**2.00**	**8.47**	6.10	10.12	f 8.27	10.07	5.27	564.8		OSINO 3.0	97.1	f 8.18	4.56	6.53	9.14	**8.47**	**2.00**
116	**9.09**	2.15	9.00	6.20	10.17	f 8.32	10.12	5.32	567.8		RYNDON 5.6	94.1	f **8.10**	4.50	6.49	**9.09**	**8.10**	1.40
59 W	9.30	2.35	9.20	6.40	10.27	f 8.43	10.22	5.42	573.4		ELBURZ 3.3	88.5	f 7.58	4.39	6.41	9.00	7.40	1.15
112	9.42	2.55	9.40	6.52	f 10.35	s **8.55**	f 10.30	5.49	576.7	D	HALLECK 4.5	85.2	f 7.52	4.33	6.37	**8.55**	7.25	12.45
58	9.52	3.20	10.05	**7.02**	10.44	f 9.03	10.38	5.58	581.2		RASID 4.1	80.7	7.42	4.25	6.31	8.48	**7.02**	12.20PM
58	10.00	3.40	10.25	7.10	10.52	f 9.11	10.46	6.07	585.3		NATCHEZ 4.3	76.6	f 7.32	4.17	6.26	8.42	6.50	11.58AM
120 W	10.10	**4.10**	**10.55**	**7.23**	f 11.00	s 9.20	f **10.55**	6.15	589.6	D	DEETH 0.5	72.3	s **7.23**	f **4.10**	6.21	8.35	6.35	11.40
									591.1		**DEETH CROSSOVER** 4.3	71.8						
66	10.25	4.30	**11.25**	7.35	11.10	f 9.30	11.03	**6.23**	594.4		NARDI 4.7	67.5	7.11	4.02	6.15	8.29	**6.23**	**11.25**
164 P	10.35	4.46	11.40	7.45	11.20	f 9.38	**11.11**	6.31	599.1		**TULASCO** 4.5	62.8	f 7.03	3.54	6.09	8.23	5.50	**11.11**
60	10.45	5.00	11.55AM	7.55	11.30	f 9.46	11.18	6.38	603.6	Automatic Block	**ALAZON** 3.9	58.3	6.55	3.47	6.03	8.17	5.35	10.40
100 PFWY	11.15	5.20	12.22PM	8.25	s 11.45	s 10.00	s 11.30	s **6.50**	607.5	DNR	**WELLS** 3.6	54.4	s **6.50**	s 3.40	5.58	s 8.10	5.20	10.00
60	11.35	**5.50**	12.45	8.45	11.58PM	f 10.13	11.42	7.02	611.1		KAW 2.3	50.8	6.35	3.31	**5.50**	7.59	4.53	9.45
66	11.45PM	6.00	1.00	8.55	12.07AM	f 10.22	11.50	7.10	613.4		CEDAR 3.0	48.5	6.29	3.26	5.46	7.54	4.43	9.35
125 PY	12.05AM	6.20	1.20	**9.15**	12.19	f 10.34	11.59AM	7.20	616.4	DN	MOOR 3.7	45.5	f 6.23	3.21	5.42	7.48	4.30	**9.15**
115 W	**12.25**	6.33	1.35	9.25	**12.25**	f 10.41	12.06PM	7.26	620.1		ANTHONY 4.0	41.8	6.17	3.14	5.37	7.42	4.18	9.00
115	12.35	6.45	1.50	9.35	12.33	f 10.49	12.13	7.34	624.1		HOLBORN 3.4	37.8	f 6.11	3.08	5.32	7.35	4.05	8.45
116	12.45	7.00	2.05	9.45	12.39	f 10.55	12.19	7.41	627.5		FENELON 4.3	34.4	f 6.06	3.02	5.27	7.30	3.49	8.26
115	12.55	**7.23**	2.25	9.55	12.46	f 11.02	12.27	**7.50**	631.8		PEQUOP 5.0	30.1	f 6.00	2.55	5.21	**7.23**	3.37	**7.50**
115	1.05	7.50	**2.47**	10.05	12.54	f 11.10	12.37	8.01	636.8		ICARUS 3.8	25.1	5.52	**2.47**	5.14	7.15	3.22	7.25
116 PWY	1.17	8.14	3.00	10.20	1.00	f 11.17	12.43	8.08	640.6		VALLEY PASS 4.2	21.3	f 5.45	2.40	5.08	7.08	3.10	7.15
150 W	1.30	8.40	3.15	10.35	s 1.10	s 11.40	s 12.53	f 8.18	644.8	DN	**COBRE** 1.6	17.1	s 5.35	s 2.30	5.00	6.58	2.45	6.55
113	1.35	8.47	3.22	10.40	1.13	f 11.43	12.56	8.21	646.4		OMAR 3.4	15.5	5.25	2.20	4.57	6.55	2.38	6.45
115 W	1.45	9.10	3.40	10.50	1.18	f 11.48	1.01	8.26	649.8		LORAY 3.1	12.1	f 5.17	2.13	4.50	6.48	2.23	6.16
58	**2.00**	9.25	4.00	11.05	1.24	f 11.54	1.05	8.31	652.9		TIOGA 2.4	9.0	5.11	2.07	4.43	6.41	**2.00**	6.00
118	2.08	9.35	4.08	11.13	1.29	f 11.59PM	1.08	8.34	655.3		ULLIN 2.1	6.6	5.05	2.02	4.38	6.36	1.40	5.48
58	2.15	9.45	4.16	11.20	**1.34**	f 12.04AM	1.11	8.37	657.4		NOBLE 2.2	4.5	4.58	1.57	4.33	6.31	**1.34**	5.36
88	2.22	9.55	**4.29**	11.27	1.39	f 12.09	1.14	8.40	659.6		BANVARD 2.3	2.3	f 4.52	1.52	**4.29**	6.26	1.15	5.25
Yard F WY	2.30AM	10.10PM	4.45PM	11.35AM	s 1.45AM	s 12.15AM	s 1.20PM	s 8.45AM	661.9	DNR	**MONTELLO**	0.0	4.45AM	1.45PM	4.23PM	6.20PM	1.00AM	5.10AM
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(127.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(6.45)	(11.00)	(10.30)	(6.40)	(4.35)	(4.50)	(4.10)	(4.15)			....................Time over District....................		(4.40)	(4.10)	(3.17)	(3.50)	(10.10)	(11.00)
	18.87	11.58	12.13	19.11	27.79	27.06	30.57	29.97			....................Average Speed per Hour....................		27.65	30.57	38.80	33.23	12.53	11.58

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Montello.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	254	262	206	318	268	20	2	10	6	Distance from San Francisco	Time Table No. 18 March 21, 1920.	Distance from Ogden		5	19	9	1	317	205	253
	SECOND CLASS					FIRST CLASS								FIRST CLASS				SECOND CLASS		
	Ogden Manifest Freight	Fast Freight	Mixed	Local Freight	Fast Freight	Pacific Limited	Overland Limited	Express	Atlantic Express					San Francisco Limited	Pacific Limited	Fast Mail	Overland Limited	Local Freight	Mixed	Ogden Manifest Freight
	Leave Daily	Leave Daily	Leave Wednesday only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	EB	WB	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tuesday only	Arrive Daily
Yard PFWY	11.00PM	3.10PM	**8.55AM**	5.30AM	5.00AM	1.25PM	**8.50AM**	1.55AM	12.25AM	661.9	DNR **MONTELLO** Automatic Block Double Track	120.4	121.3	s 4.35AM	s 1.40PM	s 4.20PM	s 6.15PM	3.30PM	s 5.30PM	12.15AM
127	11.23	3.28	f 9.10	6.00	5.18	1.35	9.00	f 2.05	f 12.38	668.8	6.9 D TECOMA 6.9 TECOMA	113.5	114.4	f 4.17	f 1.30	4.11	6.05	3.10	f 5.08	11.55PM
133	11.42	3.40	9.25	6.20	5.30	1.43	9.10	2.15	f 12.52	674.3	5.5 GARTNEY (Spur) 2.3 GROUSE	108.0	112.1	4.10	1.25	4.08	6.01	2.55	5.01	11.45
124 PWY	11.59PM	**3.55**	s 9.40AM	6.45	5.45	f 1.51	9.20	f 2.23	f 1.06	679.8	5.5 9.6 DNR **LUCIN**	102.5		f 3.50	f 1.00	**3.51**	5.40	2.15	4.30PM	10.55
117 P	12.25AM	4.09		7.10	5.59	**1.58**	9.27	2.30	f 1.13	684.5	4.7 PIGEON	97.8		f 3.36	12.51	3.45	5.31	**1.58**		10.25
115 P	12.50	4.20		7.25	6.10	2.04	9.33	2.37	f 1.20	688.8	4.3 TECK	93.5		f 3.28	12.43	3.39	5.23	1.35		10.10
116 P	**1.27**	4.30		7.45	6.20	2.10	9.40	2.44	f **1.27**	693.2	4.4 JACKSON	89.1		3.20	12.35	3.33	5.16	1.11		9.50
116 P	1.55	4.40		8.05	6.30	2.16	9.46	2.51	f 1.34	697.6	4.4 BEPPO	84.7		f 3.12	12.28	3.27	5.09	12.45		9.35
114 PW	2.10	**5.02**		8.30	6.50	2.25	9.54	f **3.02**	f 1.45	702.1	4.5 DN LEMAY	80.2		f **3.02**	f **12.20**	3.21	**5.02**	**12.20PM**		9.15
115 P	2.22	5.11		8.59	7.01	2.32	10.02	3.14	f 1.55	706.4	4.3 NEWFOUNDLAND	75.9		f 2.47	12.10	3.15	4.55	11.55AM		8.50
116 P	**2.39**	5.20		9.25	7.10	2.38	10.09	3.22	f 2.03	711.1	4.7 GROOME	71.2		f **2.39**	12.03PM	3.09	4.49	11.37		8.35
117 P	3.10	5.32		9.45	7.23	2.46	10.17	3.32	f 2.11	716.3	5.2 ALLEN	66.0		f 2.31	11.55AM	3.02	4.42	11.20		8.15
116 PY	**3.40**	5.41		10.05	7.32	**2.56**	10.25	**3.40**	f **2.23**	720.7	4.4 HOGUP	61.6		f **2.23**	11.45	**2.56**	4.35	11.03		7.55
116 P	4.26	5.50		10.32	7.41	3.03	10.32	3.48	f 2.37	725.3	4.6 OLNEY	57.0		2.13	11.37	2.50	4.28	10.32		7.37
115 PW	4.50	6.04		10.55	7.55	3.09	10.39	3.58	f 2.51	730.0	4.7 STRONGKNOB	52.3		f 2.05	11.28	2.44	4.22	10.10		7.20
57 PF	5.15	6.20		**11.14**	8.10	f 3.18	10.48	f 4.12	f 3.09	734.6	4.6 DN **LAKESIDE** Double Track	47.7		f 1.53	f **11.19**	2.38	4.15	9.41		7.00
										739.3	4.7 RAMBO (Spur)	43.0								
P	5.45	**6.39**		11.50AM	8.29	3.32	**11.05**	4.26	3.25	741.1	1.8 **ENGLE**	41.2		1.37	**11.05**	2.25	4.02	9.15		**6.30**
115 P	6.15	6.57		12.15PM	**8.47**	**3.50**	11.17	4.41	f 3.40	744.8	3.7 DN MIDLAKE	37.5		f 1.24	f 10.53	2.13	**3.50**	**8.47**		6.05
115 P	6.45	7.24		12.45	9.14	4.07	11.33	5.01	f 3.59	750.1	5.3 COLIN	32.2		1.08	10.37	1.57	3.33	8.13		5.35
109 P	7.10	7.42		1.15	9.32	4.19	11.44	5.16	f 4.13	755.2	5.1 SALINE	27.1		f 12.55	f 10.26	1.46	3.22	7.55		5.12
126 PW	**7.35**	7.58		**1.41**	9.48	f 4.25	11.50AM	f 5.23	f 4.20	758.5	3.3 DN PROMONTORY PT.	23.8		f 12.49	f 10.21	**1.41**	3.16	**7.35**		5.00
116 P	8.00	8.14		2.10	**10.09**	**4.38**	12.03PM	5.35	f 4.32	763.7	5.2 BAGLEY	18.6		f 12.36	**10.09**	1.29	3.04	7.05		**4.38**
116 P	8.25	8.29		2.30	10.24	4.47	12.12	5.47	f 4.44	768.5	4.8 LITTLE MOUNTAIN	13.8		f 12.26	10.00	1.20	2.55	6.35		4.10
148 P	8.45	8.40		**2.49**	10.34	4.54	12.19	5.57	f 4.53	772.5	4.0 REESE	9.8		f 12.20	9.54	1.14	**2.49**	6.15		3.50
P						4.59	12.24	**6.07**	5.00	775.5	3.0 **WEBER JUNCTION** Double track	6.8		12.14	9.49	1.09	2.44	**6.07**		3.30
141 P	9.05	8.50		3.00	10.41	5.02	12.27	f 6.12	f 5.02	776.3	0.8 D WEST WEBER	6.0		f 12.11	9.45	1.05	2.41	5.55		3.25
P						5.14	12.39	6.22	5.10	781.5	5.2 **CECIL JUNCTION** D. & R. G. Crossing	0.8		12.04	9.38	12.58	2.33			
Yard POFWT	**9.30AM**	9.05PM		3.30PM	10.55AM	s 5.20PM	s **12.45PM**	s 6.30AM	s **5.20AM**	782.3	0.8 DNR **OGDEN**	0.0		12.01AM	**9.35AM**	**12.55PM**	2.30PM	**5.30AM**		3.00PM
	Arrive Daily	Arrive Daily	Arrive Wednesday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(120.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tuesday only	Leave Daily
	(10.30) 11.46	(5.55) 20.35	(0.45) 23.68	(10.00) 12.04	(5.55) 20.35	(3.55) 30.74	(3.55) 30.74	(4.35) 26.27	(4.55) 24.47		............Time over District............ ....Average speed per hour..........			(4.34) 26.36	(4.05) 25.40	(3.25) 35.23	(3.45) 32.16	(10.00) 12.04	(1.00) 17.13	(9.15) 13.01

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Lucin.

Eastward. FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO Westward.

Time Table No. 18

March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 206 Mixed Leave Wed. only	SECOND CLASS 182 Mixed Leave Mon., Wed., Thurs., Sat.	Distance from San Francisco		STATIONS	Distance from Ogden	SECOND CLASS 181 Mixed Arrive Mon., Tues., Thurs., Sat	SECOND CLASS 205 Mixed Arrive Tuesday only
124	YWP	9.50AM		679.4	DNR	**LUCIN** 12.5	146.9		s 4.20PM
56		f 10.30		691.6		BOVINE 8.2	134.4		f 3.45
15	P	f 11.05		699.8		WATERCRESS 2.3	126.2		f 3.10
126				702.1		TERRACE 10.7	123.9		
38	Y	f 11.40AM		712.8		MATLIN 9.8	113.2		f 2.35
43	Y	f 12.10PM		722.6		OMBEY 4.7	103.4		f 2.05
51		f 12.25		727.3		PEPLIN 6.8	98.7		f 1.45
106	FPYW	s 12.50PM	1.20PM	734.1	DR	**KELTON** 9.8	91.9	s 12.50PM	1.20PM
				743.9		NELLA (Spur) 4.7	82.1		
48			f 2.02	748.6		MONUMENT 2.9	77.4	f 12.13	
	P		f 2.12	751.6	D	KOSMO (Spur) 4.1	74.4	f 12.05PM	
49			f 2.25	755.6		LAKE 9.4	70.4	f 11.55AM	
49	W		s 3.03	765.0		ROZEL 7.9	61.0	s 11.30	
117	P		s 3.35	772.9		PROMONTORY 5.9	53.1	s 11.10	
48			f 3.55	778.8		SURBON 3.2	47.2	f 10.48	
49	P		f 4.05	782.0	D	LAMPO 2.4	44.0	f 10.35	
93	W		f 4.15	784.1		BLUE CREEK 4.0	41.6	f 10.25	
48			f	788.4		CONNOR 5.4	37.6	f	
49			f	793.8		BALFOUR 2.7	32.2	f	
17			f	796.5		DATHOL 1.6	29.5		
				798.1		STOKES (Spur) 3.2	27.9		
61	P		s 5.25PM	801.3	DR	**CORINNE** 1.6	24.7	9.40AM	
				802.9		CORINNE JCT. 6.1	23.1		
				809.0		ENDA 7.2	17.0		
				816.2		BONNEVILLE 9.0	9.8		
				825.2		CECIL JCT. 0.8	0.8		
	POFWT			826.0	DNR	**OGDEN**	0.0		
		Arrive Wed only	Arrive Mon., Wed., Thurs., Sat.			(146.9)		Leave Mon., Tues., Thurs., Sat.	Leave Tuesday only
		(3.00)	(4.05)			Time Over District		(3.10)	(3.00)
		18.33	16.65			Average speed per hour		21.22	18.33

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

Use Time Table and Rules of Oregon Short Line Railroad between Corinne and Brigham.

FROM SAN FRANCISCO—Montello Sub-Division—TOWARD SAN FRANCISCO

Eastward **Tecoma Spur** Westward

Time Table No. 18

March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Distance from Tecoma		STATIONS	Distance from End of Track
127	0.0	D	**TECOMA** 4.2	4.3
	4.2		COPPER CO.'S TIPPLE 0 1	0.1
	4.3		**TUTTLE**	0.0
			(4.3)	

FROM SAN FRANCISCO—Carlin Sub-Division—TOWARD SAN FRANCISCO

Eastward **Tulasco Branch** Westward

Time Table No. 18

March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 188 Local Freight Leave Thurs.	Distance from San Francisco		STATIONS	Distance from Metropolis	SECOND CLASS 187 Local Freight Arrive Thurs.
27	Y	11.45AM	607.1	R	**METROPOLIS** 8.0	0.0	11.30AM
164		12.01PM	599.1	R	**TULASCO**	8.0	11.15AM
		Arrive Thurs.			(8.0)		Leave Thurs.
		(0.16)			Time over District		(0.15)
		30.00			Average Speed per hour		32.00

Westward Trains are Superior to Trains of the same class in the Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 18 March 21, 1920.	Distance from Mina	FIRST CLASS	THIRD CLASS	
	194	190		124					123	189	193
	Local Freight	Mixed		Tonopah Express					Tonopah Express	Mixed	Local Freight
	Leave Monday, Wed. and Fri.	Lv. Daily		Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tuesday, Thurs. and Sat.
TYWFP 161	8.00AM			9.25PM	288.1	DNR	**HAZEN** 4.8	128.9	s 4.30PM		3.15PM
105	8.20			f 9.37	292.9		BANGO 2.3	124.1	f 4.15		2.40
				f 9.43	295.2		LAHONTAN (Spur) 2.7	121.8	f 4.08		
51	8.45			f 9.47	297.9		RUGBY 4.6	119.1	f 4.03		2.20
103	9.05			f 9.58	302.5		HAWES 4.5	114.5	f 3.51		2.05
51 W	9.17			f 10.08	307.0		APACHE 5.5	110.0	f 3.40		1.40
51	9.37			f 10.19	312.5		PAWNEE 1.3	104.5	f 3.25		1.10
20					313.8		WEEKS 2.6	103.2			
P71 FY	9.55	12.40PM		s 10.30	316.4	DR	**CHURCHILL** 11.4	100.6	s 3.15	s 2.30PM	12.40
					327.8		N. C. B. CROSSING 0.2	89.2			
129 PYW	10.35	s 1.05PM		s 11.00	328.0	DR	**WABUSKA** 2.9	89.0	s 2.50	2.00PM	12.05PM
				f	331.9		LUX (Spur) 2.7	85.1			
31	10.55			f 11.15	334.6		MOQUIST 9.1	82.4	f 2.34		10.55AM
33 P	11.20			f 11.30	343.7		RIO VISTA 4.0	73.3	f 2.21		10.33
38	11.45AM			f 11.40	347.7		RESERVATION 6.5	69.3	f 2.14		10.20
63 W	12.30PM			s 11.55PM	354.2	D	SCHURZ 7.2	62.8	s 2.00		10.00
45	12.55			f 12.09AM	361.4		STUCKEY 5.9	55.6	f 1.43		9.25
31 P	1.32			f 12.20	367.3		GILLIS 2.0	49.7	f 1.32		9.10
				f	369.3		NOLAN (Spur) 7.3	47.7	f		
40 P	2.00			f 12.42	376.6		MAGNUS 2.2	40.4	f 1.15		8.45
					378.8		WALKER (Spur) 5.6	38.2			
87	2.35			s 1.10	384.4	D	THORNE 5.0	32.6	s 1.00		8.25
52	2.55			f 1.23	389.4		DOVER 4.6	27.6	f 12.48		8.05
42	3.20			f 1.35	394.0		KINKEAD 3.6	23.0	f 12.40		7.50
W				f	397.6		ACME TANK (No Siding) 3.5	19.4	f		
38 P	3.45			f 1.50	401.1		ACME 7.1	15.9	f 12.30		7.25
32	4.45			s 2.10	408.2	D	LUNING 8.8	8.8	s 12.20		7.00
Yard PFOWY	5.30PM			s 2.30AM	417.0	DR	**MINA**	0.0	12.05PM		6.30AM
	Arrive Monday Wed. and Fri.	Ar. Daily		Arrive Daily			(128.9)		Leave Daily	Leave Daily	Leave Tuesday, Thurs. and Sat.
	(9.30) 13.57	(0.25) 27.84		(5.05) 25.35			Time over District Average Speed per Hour		(4.25) 29.18	(0.30) 23.20	(8.45) 14.73

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward — Nevada & California Branch (Narrow Gauge) — Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 18 March 21, 1920.	Distance from Keeler	FIRST CLASS		SECOND CLASS	
	196	192	124					123		191	195
	Mixed	Mixed	T. & G. Tonopah Express					T. & G. Tonopah Express		Mixed	Mixed
	Lv. Sunday only	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Sunday only
Yard PFOWY		7.30AM	3.10AM	417.0	DR	**MINA** 3.5	159.5	s 11.45AM		s 7.15PM	
		f 7.40	f 3.25	420.5		SODAVILLE (Spur) 4.5	156.0	f 11.30		f 7.03	
		f	f	425.0		RHODES (Spur) 1.0	151.5	f		f	
		s 8.00	s 3.40AM	426.0	DR	**TONOPAH JCT.** 6.4	150.5	11.15AM		s 6.45	
28 PW		f 8.40		432.4		BELLEVILLE 3.0	144.1			f 6.05	
Y		f 8.50		435.4		**FILBEN** 3.3	141.1			f 5.45	
		f		438.7		LITTLE SUMMIT (Spur) 6.1	137.8			f	
				444.8		RAYDEL (Spur) 5.6	131.7				
26 PW		f 10.00		450.4		BASALT 7.7	126.1			f 4.45	
32 Y		s 10.45		458.1	D	MT. MONTGOMERY 8.6	118.4			s 4.15	
20 PW		s 11.25		466.7		QUEEN 2.1	109.8			s 3.20	
				468.8		STATE LINE 7.2	107.7				
32 P		f 11.55AM		476.0		BENTON 11.0	100.5			f 2.42	
15 YPW		f 12.30PM		487.0		HAMMIL 2.4	89.5			f 2.15	
		f		489.4		DEHY (Spur) 1.9	87.1			f	
		f 12.42		491.3		SHEALY (Spur) 7.8	85.2			f 2.02	
21 P		f 1.05		499.1		CHALFANT 7.7	77.4			f 1.43	
61 PFTW	3.20PM	¶ 1.25 2.15		506.8	DR	**LAWS** 2.8	69.7			¶ 1.25 12.45	s 12.45PM
	f	f		509.6		POLITA (No Siding) 2.1	66.9			f	f
7	f 3.35	f 2.30		511.7		BIGELOW 4.4	64.8			f 12.22	f 12.22
11	f 3.50	f 2.45		516.1		BLACK CANYON 6.6	60.4			f 12.07PM	f 12.07PM
19	s 4.12	s 3.05		522.7	D	ZURICH 2.8	53.8			s 11.47AM	s 11.47AM
12	f 4.19	f 3.15		525.5		MONOLA 3.9	51.0			f 11.30	f 11.30
6	f 4.30	f 3.30		529.4		ELNA 6.8	47.1			f 11.20	f 11.20
21 PW	f 4.50	f 3.55		536.2		ABERDEEN 14.1	40.3			f 10.58	f 10.58
21 W	s 5.30	s 4.32		550.3	D	KEARSARGE 4.9	26.2			s 10.15	s 10.15
11	f 5.45	f 4.50		555.2		MANZANAR 4.6	21.3			f 10.08	f 10.08
54 TP	s 6.00	s 5.10		559.8	D	**OWENYO** 3.9	16.7			s 9.50	s 9.50
20 P	f 6.12	f 5.24		563.7		MT. WHITNEY 5.0	12.8			f 9.18	f 9.38
	f	f		568.7		ALICO (Spur) 2.7	7.8			f	f
	f	f		571.4		MOCK (Spur) 0.8	5.1			f	f
11	f 6.38	f 5.50		572.2		TRAMWAY 4.3	4.3			f 8.50	f 9.12
50 WY	s 6.50PM	s 6.10PM		576.5	DR	**KEELER**	0.0			8.35AM	9.00AM
	Ar. Sunday only	Arrive Daily Ex. Sunday	Arrive Daily			(159.5)		Leave Daily		Leave Daily Ex. Sunday	Leave Sunday only
	(3.30) 19.91	(10.40) 15.95	(0.30) 18.00			Time over District Average Speed per Hour		(0.30) 18.00		(10.40) 15.95	(3.45) 18.58

Joint Track Three Rails

Westward Trains are Superior to Trains of the Same Class in Opposite Direction.

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward | Nevada & California Branch | Westward

Time Table No. 18
March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 190 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Churchill	THIRD CLASS 189 Mixed Arrive Daily
Yard	PT	10.45AM	342.4	DR	**MOUND HOUSE** 6.0	26.0	s 5.00PM
20	W	s 11.15AM	336.4	D	DAYTON 2.3	20.0	s 4.35
			334.1		RANDALL (Spur) 3.9	17.7	
		f	330.2		CANTY (Spur) 2.8	13.8	f
		f	327.4		SPUR A (Spur) 2.6	11.0	f
		f 12.01PM	324.8		CLIFTON (Spur) 2.5	8.4	f 3.50
		f	322.3		LYON (Spur) 1.6	5.9	f
		f	320.7		TUGELA (Spur) 4.3	4.3	f
71	PFY	s 12.35PM	316.4	DR	**CHURCHILL**	0.0	3.15PM
		Arrive Daily			(26.0)		Leave Daily
		(1.50)			Time Over District		(1.45)
		14.18			Average Speed per Hour		14.82

FROM SAN FRANCISCO—Mina Sub-Division—TOWARD SAN FRANCISCO

Eastward | Candelaria Spur (Narrow Gauge) | Westward

Time Table No. 18
March 21, 1920.

Distance from Filben	STATIONS	Distance from Candelaria
0.0	**FILBEN** 5.5	5.5
5.5	**CANDELARIA**	0.0

FROM SAN FRANCISCO—Sparks Sub-Division —TOWARD SAN FRANCISCO

Eastward | Fallon Branch | Westward

Time Table No. 18
March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 202 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Fallon	THIRD CLASS 201 Mixed Arrive Daily
161 PTFWY	10.43AM	288.1	DNR	**HAZEN** 5.4	15.8	s 4.47PM
59	f 11.05	293.5		MAHALA 4.6	10.4	f 4.25
61	f 11.25	298.1		MIRAGE 5.8	5.8	f 4.05
Yard PWY	s 11.45AM	303.9	DR	**FALLON**	0.0	3.45PM
	Arrive Daily			(15.8)		Leave Daily
	(1.02)			Time Over District		(1.02)
	15.00			Average Speed per Hour		15.00

FROM SAN FRANCISCO TOWARD SAN FRANCISCO

Eastward | Susanville Sub-Division | Westward

Time Table No. 18
March 21, 1920.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		SECOND CLASS 198 Mixed Leave Daily Ex. Sunday	SECOND CLASS 184 Local Freight Lv. Monday, Wednesday, Friday	FIRST CLASS 28 Hazen-Westwood Passenger Leave Daily	Distance from San Francisco		STATIONS	Distance from Westwood	FIRST CLASS 27 Westwood-Hazen Passenger Arrive Daily	SECOND CLASS 183 Local Freight Ar. Tuesday, Thursday, Saturday	SECOND CLASS 197 Mixed Arrive Daily Ex. Sunday
244	PY		7.30AM	9.50AM	276.1	DNR	**FERNLEY** 2.0	135.2	s 5.30PM	5.10PM	
	W		7.50	s 9.58	278.1	D	WADSWORTH 3.1	133.2	s 5.23	5.00	
63	Y		8.00	f 10.04	281.2		DODGE 9.3	130.1	f 5.13	4.45	
64			8.20	f 10.23	290.5		NUMANA 5.0	120.8	f 4.55	4.25	
22			8.35	f 10.33	295.5		LIBBY 3.9	115.8	f 4.42	4.00	
66			8.42	f 10.41	299.4		HESLIP 5.4	111.9	f 4.34	3.42	
					304.8		ROMOLO (Spur) 3.4	106.5			
97	W		9.05	f 10.58	308.2		SUTCLIFFE 8.4	103.1	f 4.15	3.05	
65			9.28	f 11.15	316.6		BRISTOL 5.2	94.7	f 3.57	2.40	
34	W		9.45	f 11.26	321.8		BIG CANYON 4.3	89.5	f 3.45	2.15	
64			10.00	f 11.35	326.1		ZENOBIA 6.7	85.2	f 3.35	1.55	
65			10.30	f 11.48	332.8		ASTOR 2.8	78.5	f 3.22	1.33	
64			10.50	f 11.53	335.6		EASTON 0.8	75.7	f 3.17	1.25	
Y	I		10.55	f 11.55AM	336.4	D	**FLANIGAN** W. P. Crossing 8.8	74.9	f 3.15	1.20	
88			11.30	f 12.09PM	345.2		STACY 9.6	66.1	f 3.01	12.56	
109			11.55AM	f 12.27	354.8		AMEDEE 3.9	56.5	f 2.46	12.27PM	
76	PW		12.25PM	s 12.40	358.7	D	**WENDEL** N. C. O. Crossing 2.9	52.6	s 2.40	11.50AM	
				f	361.6		ANTOLA (No Siding) 5.5	49.7	f		
128			1.00	s 1.00	367.1	D	LITCHFIELD 7.3	44.2	s 2.20	11.20	
138			1.23	f 1.15	374.9		LEAVITT 4.8	36.4	f 2.05	10.50	
					379.7		GEIGER (Spur) 1.7	31.6			
Yard	PYFW		1.45PM	1.28	381.4		SUSANYARD 0.5	29.9	1.52	10.30AM	
20	P	12.40PM		s 1.50	381.9	DR	**SUSANVILLE** 8.2	29.4	s 1.50		s 9.35AM
69		f 1.20		f 2.15	390.1		BUNNEL 4.7	21.2	f 1.20		f 9.00
64	W	f 1.45		f 2.37	394.8		GOUMAZ 2.5	16.5	f 1.02		f 8.30
				f	397.3		WHEATON (Spur) 2.8	14.0	f		
71	Y	f 2.05		f 2.56	400.1		WESTWOOD JCT. 6.5	11.2	f 12.45		f 8.10
64		f 2.30		f 3.11	406.6		FACHT 3.5	4.7	f 12.30		f 7.50
65		f 2.45		f 3.22	410.1		CONMAN 1.2	1.2	f 12.19		f 7.35
Yard	PWY	s 2.50PM		s 3.30PM	411.8	DR	**WESTWOOD**	0.0	12.15PM		7.30AM
		Arrive Daily Ex. Sunday	Ar. Monday, Wednesday, Friday	Arrive Daily			135.2		Leave Daily	Lv. Tuesday, Thursday, Saturday	Leave Daily Ex. Sunday
		(2.10)	(6.15)	(5.40)			Time Over District		(5.15)	(6.40)	(2 05)
		13.80	16.86	23.85			Average Speed per Hour		25.78	15.79	14.35

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction.

SPECIAL INSTRUCTIONS

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND AND THIRD CLASS TRAINS, AND THIRD CLASS TRAINS MAY RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Sparks.
Hazen.
Imlay.
Mound House.
Carlin.
Wells.
Montello.
Ogden.
(Telegraph Office and Office of Roundhouse Foreman)
Mina.
Keeler.
Susanville.
Westwood.

WATCH INSPECTORS.

W. R. Adams	West of Imlay.
J. S. Lewis & Co.	Imlay and east.

BULLETIN BOARDS.

Sparks.
Hazen.
Imlay.
Carlin.
Wells.
Montello.
Ogden.
Mound House.
Mina.
Keeler.
Susanville.
Westwood.

CLEARANCES.

1. Rule 83-A will not apply at initial stations not a telegraph office or at initial stations where the office is closed for the day or night.

2. Trains must obtain clearance card (Form 2643) before leaving Hazen and Susanville, or Lucin on Promontory Branch.

REGISTERING.

3. Nos. 127, 128, 185 and 186 will register at Fernley.

4. At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

5. Westward trains will leave registering ticket, Form 2642, with operator at Lucin, who will register for them. Westward trains (except extras) will leave registering ticket, Form 2642, with operator at Rose Creek, who will register for them. Extra trains will not register at Rose Creek. Eastward trains will leave registering ticket, Form 2642, with operator Oreana, who will register for them. Eastward trains will not register at Lucin or Rose Creek except when run over westward track, and westward trains will not register at Oreana except when run over eastward track; but this does not relieve them from checking register at Rose Creek and Lucin when required by the rules. Trains required to register will stop and register when above offices are closed.

TRAIN AND AIR INSPECTION.

6. Running inspection must be made of all passenger equipment when pulling out of sidings, when passing to double track, Oreana and Lakeside, and to single track, Rose Creek, Engle and Weber Jct.

7. Eastward freight trains will approach under control and will stop at Ditho, Clark or Thisbe, Hawes or Apache and Tioga, and westward freight and mixed trains at Cluro, Beowawe or Ladoga, Bunnel, Litchfield and Elburz or Halleck for trainmen to examine their trains. Also at Fernley on freight and mixed trains originating at Hazen. All Eastward freights stop at either Lucin or Pigeon for inspection. Should train have reason to stop at Lucin, inspection may be made at that point. Otherwise it will be made at Pigeon. After a continuous run of thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

7-A. Engines running light on descending grades of over one and one-half (1½) per cent will make the same stops for inspection as are made by freight trains on such grades. These stops need not be of the same length as required of freight trains, but should be sufficiently long for enginemen to satisfy themselves that tires and machinery are all right.

This practice will guard against slipping of tires on heavy grades.

8. In addition to tests at initial stations, air brakes on all trains must be tested from rear of trains after brake pipe has been separated from any cause, and must be tested from rear of train before leaving Mt. Montgomery and Westwood Junction and on all eastward freight trains at Valley Pass, and on westward freight trains at Moor.

9. On grade between Mound House and Dayton eighty (80) M's per operative brake will be the maximum load allowable on train. On grade between Tonopah Junction and Mt. Montgomery and between Queen and Mt. Montgomery maximum load will be forty (40) M's per operative brake. On grade between Moor and Wells, Valley Pass and Montello, Westwood Junction and Westwood and Westwood Junction and Susanville, maximum load allowable will be one hundred and fifty (150) M's per operative brake.

10. Freight and mixed trains must use retainers, Moor to Wells, and Valley Pass to Montello, Promontory to Blue Creek, Promontory to Lake, from (M-P 708) to Terrace, from (M-P 708) to Matlin, Wheaton Spur to two miles east of Susanville, Mt. Montgomery to Hammil, Mt. Montgomery to Tonopah Junction, Candelaria to Filben, Moundhouse to Dayton, Gartney Hill 45 cars or more. Retainers must be changed frequently by trainmen descending these grades to allow wheels to cool.

USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, between Sparks and Ogden, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

When issuing an order Form "G," Example 3.

When giving any train right over all trains.

When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

11. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

11-A. On **DOUBLE TRACK** when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

11-C. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

11-D. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

11-E. When a train which is to take siding at meeting or passing point finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

11-F. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

11-G. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

11-H. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

12. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL RULES GOVERNING MOVEMENT OF SOUTHERN PACIFIC TRAINS OVER EUREKA NEVADA RAILWAY AT PALISADE.

Derails in Eureka Nevada Railway track on each side of points where Southern Pacific Railroad crosses the Eureka Nevada Railway west of Palisade are connected with semi-automatic signals on Southern Pacific Railroad.

Westward trains approaching crossing on east side of Tunnel 1 will be governed by distant signal No. 5263 at east end of Palisade siding and home INTERLOCKING signal No. 5255 located just east of the east crossing. Eastward trains will be governed by distant signal No. 5248 and home INTERLOCKING signal No. 5252, both west of west crossing, and home INTERLOCKING signal No. 5254, west of east crossing. Trains stopped by these interlocking home signals will not proceed until it has been ascertained that derails on Eureka Nevada Railway are set to derail trains and may then proceed, being governed by Rule 504.

Trains will not exceed ten (10) miles per hour over any crossing of the Eureka Nevada Railway.

LOCATION OF OVERHEAD STRUCTURES.

M. P.	DESCRIPTION	No.	OVER	EAST OF
249.84	Bridge	5	Truckee River	Vista
251.00	Bridge	6	Truckee River	Vista
258.07	Bridge	7	Truckee River	Ditho
262.51	Bridge	8	Truckee River	Clark
264.48	Bridge	9	Truckee River	Clark
264.70	Bridge	10	Truckee River	Clark
268.25	Bridge	11	Truckee River	Thisbe
268.69	Bridge	12	Truckee River	Thisbe
269.44	Bridge	13	Truckee River	Derby
344.32	Overhead Crossing			Lovelock
436.16	Bridge	2	Humboldt River	Golconda
441.53	Bridge	3	Humboldt River	Preble
518.32	Bridge	4	Humboldt River	Harney
518.54	Bridge	5	Humboldt River	Harney
519.18	Bridge	7	Humboldt River	Harney
519.70	Bridge	8	Humboldt River	Harney
520.16	Bridge	9	Humboldt River	Harney
520.56	Bridge	10	Humboldt River	Barth
520.92	Bridge	11	Humboldt River	Barth
522.07	Bridge	12	Humboldt River	Gerald
522.35	Bridge	13	Humboldt River	Gerald
523.09	W. P. Crossing		S. P. Track	Gerald
523.34	Bridge	14	Humboldt River	Gerald
525.15	Bridge	15	Humboldt River	Gerald
525.20	Tunnel	1		Gerald
525.42	Bridge	16	Humboldt River	Gerald
538.23	Bridge	17	Humboldt River	Vivian
538.92	Bridge	18	Humboldt River	Vivian
539.47	Bridge	19	Humboldt River	Vivian
539.54	Tunnel	2		Vivian
539.93	Bridge	20	Humboldt River	Vivian
540.89	Bridge	21	Humboldt River	Tonka
541.16	Bridge	22	Humboldt River	Tonka
541.64	Bridge	23	Humboldt River	Tonka
542.45	Bridge	24	Humboldt River	Tonka
566.55	Tunnel	3		Osino
567.19	Bridge	25	Humboldt River	Osino
568.26	Bridge	26	Humboldt River	Ryndon
568.68	Tunnel	4		Ryndon
569.85	Bridge	27	Humboldt River	Ryndon
570.36	Bridge	28	Humboldt River	Ryndon
570.57	Tunnel	5		Ryndon
774.24	Bridge	1	Weber River	Reese
778.49	Bridge	2	Weber River	West Weber
460.56	Tunnel			Mt. Montgomery, N. & C. Br.
302.80	Bridge		Carson River	Fallon Branch
302.50	Bridge		Government Canal	Fallon Branch
277.90	Bridge		Truckee River	Fernley, Fernley-Lassen Br.
386 70	Tunnel	1		Susanville
387.00	Tunnel	2		Susanville

SPEED RESTRICTIONS.

13. Speed of passenger trains must not exceed 50 miles per hour at any point.

14. Speed of freight and mixed trains must not exceed 35 miles per hour at any point.

15. Maximum speed of Consolidated and Mikado engines running light 35 miles per hour, Mogul engines 40 miles per hour, passenger engines 50 miles per hour and yard engines 20 miles per hour. Consolidated, Mikado and Mogul engines when used on passenger trains must not exceed speed of 40 miles per hour. Maximum speed of any locomotive running backward will be on main line 25 miles per hour, on branch lines 15 miles per hour.

16. All trains will reduce speed to 10 miles per hour when using cross-overs or turnouts.

21. Eastward trains must run under control through tunnel 3 miles east of Mt. Montgomery.

22. Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.

23. Passenger and freight trains will observe speed as indicated on Slow Boards at different points.

24. Reduce speed to 15 miles per hour through Elko, Battle Mountain, Winnemucca and Lovelock.

25. Helper engines will not exceed 20 miles per hour Valley Pass to Montello or Moor to Wells.

27. Trains must reduce speed to 10 miles per hour between 21st and 28th Streets Ogden Yard.

28. When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:

(a) If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.

29. On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

29-a. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour, or rate of speed specified by bulletins, train orders or slow boards.

29-b. When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

The following speed restrictions (unless otherwise specified) apply in both directions between the points named. The speed as indicated for freight trains also applies to mixed trains.

Between	Passenger Miles per Hour	Freight Miles per Hour
One mile West of Little Mountain and Bear River Bridge	30	20
Over Bear River Bridge	20	12
Bear River Bridge and East Switch Promontory Point	30	20
West Switch Saline and East end Great Salt Lake Trestle	30	20
East end and West end Great Salt Lake Trestle	20	12
West end Great Salt Lake Trestle and Lakeside	30	20
West Switch Tioga and East Switch Cobre	40	20
Montello and West Switch Tioga	....	20
East Switch Cobre and Valley Pass	....	20
Tecoma and Lucin (on Eastward Track only)	40	20
West Switch Moor and Wells	40	20
Three Miles West of Tyrol and Palisade	35	25
Hazen and Mina	40	30
Churchill and Mound House	20	15
Fallon Branch	20	15
Mina and Tonopah Junction	40	30
Tonopah Junction and Queen	15	15
Queen and Hammil	25	25
Hammil and Keeler	30	30
Filben and Candelaria	15	15
Lucin and Kelton	20	20
Kelton and Corinne	25	25
Fernley and Susanville	40	30
Susanville and Westwood Junction	25	15
Westwood Junction and Westwood	35	20
All Tunnels (Main Line)	30	15

JUNCTION SWITCHES.

30. Switch at end of double track at Oreana will be set for westward track.

31. Switch at end of double track at Rose Creek will be set for westward track.

32. Switches at end of double track, Lakeside and Engle, will be set for westward track.

33. Switches at end of double track, Montello and Lucin, will be set for eastward track.

34. Switch at Cecil Junction will be set for westward track.

35. Switch at Weber Junction will be set for eastward track.

36. Switch at Tonopah Junction will be set for narrow gauge track.

MISCELLANEOUS.

37. In order to avoid blocking westward train at intermediate between Weso and Winnemucca, eastward train, when holding meet at Winnemucca must **stop west of Bridge St. crossing** and not open any switches east of this crossing until opposing train has passed intermediate signal 4185 east of Winnemucca.

39. Center trailing point siding at Rye Patch, Humboldt, Cosgrave, West Weber.

40. Trailing point cross-over (no siding) at Mill City.

41. When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train. If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers will see that this is done.

42. Additional Communicating Signals:

(j) oooooo When running increase train heat.

(k) ——— When running look back for hand signal.

44. Passengers will not be carried on freight trains except persons in charge of live stock and employees holding passes endorsed, "Good on freight trains."

45. Enginemen will sound steam whistle, as provided in Rule 14 (L), approaching tunnels, and where view is obstructed.

47. Attention of all employes is directed to list of overhead structures on Page 10 and trainmen are notified that it is dangerous to stand on high cars in passing through them.

48. Telephones are placed in some non-telegraph stations and cabooses to enable trainmen to get orders. When a train arrives at one of these stations expecting to meet or be passed by another train, the conductor must, unless the train is there, immediately call up the telegraph office and ascertain if any further orders. If so, conductor will receive and repeat orders in the same manner as an operator, and as provided in Rules 201 to 256 inclusive. The lowest copy must be deposited in box provided in booth for that purpose.

49. Engines on freight trains of 20 cars or over must in all cases be cut off before taking water and fuel, except on grades.

50. That part of third paragraph of Rule 221-A of "Rules and Regulations of the Transportation Department" reading, "But trainmen will re-light the signal," is cancelled.

MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All Locomotives, with the following exceptions are Counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of Counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for the information of engineers, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

LIST OF SURGEONS.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon	San Francisco	All.
Dr. R. S. Joyce, Division Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. J. R. Morrell, Assistant Surgeon	Ogden, Utah	Ogden to Lucin.
Dr. A. A. Browning, Oculist and Aurist	Ogden, Utah	All.
Dr. Geo. M. Fister, Emergency Surgeon	Brigham City, Utah	
Dr. H. A. Paradis, District Surgeon	Montello, Nev	Lucin to Cobre.
Dr. A. C. Olmsted, District Surgeon	Wells, Nev	Cobre to Deeth.
Dr. A. J. Hood, District Surgeon	Elko, Nev	Deeth to Moleen.
Dr. M. J. Rand, District Surgeon	Elko, Nev	Halleck to Moleen.
Dr. W. D. Row, District Surgeon	Carlin, Nev	Moleen to Beowawe.
Dr. S. R. Clark, District Surgeon	Battle Mountain, Nev	Beowawe to Golconda.
Dr. Geo. F. Pope, Emergency Surgeon	Winnemucca, Nev	Golconda to Cosgrave.
Dr. John T. Beale, District Surgeon	Imlay, Nev	Cosgrave to Rye Patch.
Dr. J. A. Russell, District Surgeon	Lovelock, Nev	Rye Patch to Hazen.
Dr. J. B. Wilson, Assistant Surgeon	Lovelock, Nev	Rye Patch to Hazen.
Dr. S. Lees Joslin, District Surgeon	Fernley, Nev	Fernley
Dr. T. H. Harper, District Surgeon	Sparks, Nev	Hazen to Reno.
Dr. W L. Kistler, Assistant Surgeon	Sparks, Nev	Sparks to Reno.
Dr. M. R. Walker, District Surgeon	Reno, Nev	
Dr. S. K. Morrison, Assistant Surgeon	Reno, Nev	
Dr. John A. Fuller, Oculist and Aurist	Reno, Nev	Wadsworth.
Dr. E. A. Jackman, District Surgeon	Wadsworth, Nev	Fallon to Hazen.
Dr. Carl H. Lehners, District Surgeon	Fallon, Nev	
Dr. R. W. Garner, District Surgeon	Susanville, Cal	
Dr. M.W. Hollingsworth, District Surgeon	Westwood, Cal	
Dr. G. E. Leavitt, Emergency Surgeon	Yerington, Nev.	
Dr. M. A. Williamson, District Surgeon	Lone Pine, Cal.	Keeler to Zurich.
Dr. R. H. Carter, District Surgeon	Cartago, Cal	Zurich to State Line.
Dr. C. E. Turner, District Surgeon	Bishop, Cal	State Line to Hazen.
Dr. D. A. Smith, District Surgeon	Mina, Nev	

HOSPITALS

General Hospital, San Francisco, Cal. Division Hospital, Dee Memorial Hospital, Ogden, Utah. Emergency Hospitals, Sparks, Nev., Mina, Nev., Ogden, Utah.

TONNAGE OF PASSENGER CARS.

	Wood Lbs.	Steel Lbs.	Steel Under-frame Lbs.
Baggage	79,000	90,000	
Baggage (Dynamo)		105,000	
Baggage and Mail 60 ft		90,000	
Baggage and Mail 69 ft	77,000	121,000	93,000
Baggage and Passenger	61,000		
Buffet		130,000	122,000
Buffet (Dynamo)		146,000	
Business	107,000	178,000	135,000
Chair	86,000	98,000	
Coaches	80,000	95,000	
Dining	128,000	147,000	135,000
Horse Express	81,000		
Observation	122,000	145,000	131,000
Postal (40 feet)		77,000	
Postal (60 feet)		110,000	
Pullman Observation	124,500	151,000	127,000
Pullman Parlor	115,000	146,000	
Pullman Standard Sleepers	125,000	153,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

RATING OF LOCOMOTIVES—SALT LAKE DIVISION.

In M's of 1,000 pounds back of Tender.

CLASSIFICATION	ENGINE NUMBERS	THROUGH RATING								LOCAL RATING						
		Boiler Pressure	Sparks and Imlay Imlay to Carlin Ogden to Montello	Montello and Carlin	Carlin to Imlay Montello to Ogden	Hazen and Tonopah Jct.	Churchill and Dayton	Dayton and Mound House	Mina and Keeler Narrow Gauge	Sparks and Imlay Imlay to Carlin Ogden to Montello	Carlin and Montello	Carlin to Imlay Montello to Ogden	Fernley and Susanville		Susanville to Westwood	Westwood to Susanville
													Single	Helper		
M—63 21/28 144	1725 to 1803 Simple	195	3380	1520	3820					3820	1580	4220	2500	4270	935	1755
M—63 15½-26/28 144	1730 to 1802	200	3310	1510	3750	1702	2384	682		3730	3280	3730				
T—57 18/24 72	2006	150	1815	795	2105	1000	1400	400								
T—57 18/24 83	2156 to 2173	160	1945	860	2245											
T—63 19/24 105	2221 to 2234	160	1910	830	2210											
T—63 20/26 112	2235 to 2273	180	2680	1190	2970	1500	2100	600					1900	3380	715	1330
T—69 21/28 149	2283 to 2300	200	3275	1410	3555											
P—77 22/28 141	2400 to 2452	200	3185	1330	3450											
A—84 15-25/28 110	3000 to 3009	200	2265	975	2695											
A—81 20/28 105	3049 to 3065	200	2525	1095	3035											
C—57 22/30 187	2513 to 2599 & 2752 to 2836	200	4120	1890	4675					4675	1960	5135				
C—57 22/30 184	2698 to 2751	200	4120	1890	4675					4675	1960	513	3000	5135	1145	2110
MK—57 23¾-30 205	3200 to 3228	180	4200	1895	4780					4780	1965	5360				
E—44 14/18 32	4 to 10								105							
M—44 14/18 42	11 to 12								125							
T—48 16/20 56	14 to 17								180							

FIRST PARAGRAPH OF RULE 92 WILL NOT APPLY TO WESTWARD TRAINS ARRIVING SPARKS.

YARDS

Yards are established at the following stations:

MONTELLO.
WELLS.
CARLIN.
IMLAY.
HAZEN.
SPARKS.
(Sparks yard extends from yard limit board east of Sparks to yard limit board located one and one-half miles west of Reno.)

SUSANVILLE.
WESTWOOD.
FALLON.
MOUNDHOUSE.
MINA.
LAWS.
KEELER.
OWENYO.

Rules 93 and D-93 are revised as follows:

Within yard limits the main track may be used, protecting against first-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.

MILEAGE.

MAIN LINE.

Sparks to Ogden, via Lucin Cut-off	C. P. Ry			537.19

BRANCHES.

Candelaria	C. P. Ry	Filben to Candelaria	5.51	
Fallon	C. P. Ry	Hazen to Fallon	15.92	
*Malad Valley (O. S. L. R. R.)	C. P. Ry	Corinne Jct. to Brigham	3.98	
Metropolis Branch	C. P. Ry	Tulasco to Metropolis	7.87	
Mina	C. P. Ry	Hazen to Keeler	288.66	
Moundhouse	C. P. Ry	Churchill to Moundhouse	26.20	
Promontory	C. P. Ry	Lucin to Cecil Jct	145.96	
Fernley	C. P. Ry	Fernley to Westwood	136.60	
Total Branches				630.78
Total Salt Lake Division				1,167.97

*Track used jointly with O. S. L.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2 43	36	1.40	49	1.13
23	2 36	37	1.37	50	1.12
24	2 30				

DISPATCHERS

Carlin and Montello Sub-Divisions.

W. M. Johnson, Chief Train Dispatcher...........Ogden
R. E. Beach, Asst. Chief Train Dispatcher........ "
M. R. Woodward, Train Dispatcher............... "
H. E. Hiner, " " .... "
C. O'Laughlin, " " .... "
M. G. Pence, " " .... "
L. Lynch, " " .... "
H. D. Jones, " " .... "
F. M. Kelly, " " .... "
B. N. Twaddle " " .... "

I. S. RUTH,
Examiner.

DISPATCHERS

Sparks, Imlay, Mina and Susanville Sub-Divisions.

H. G. Valleau, Chief Train Dispatcher...........Sparks
H. F. McDonald, Assistant Chief Train Dispatcher.. "
T. W. Fitzgerald, Train Dispatcher............... "
J. E. Vail, " " .... "
A. R. Ludwig, " " .... "
G. McNabney, " " .... "
J. A. Jackson, " " .... "
H. E. Scott, " " .... "
L. Norris, " " .... "
J. W. Soderburg, " " .... "
W. J. Roberts, " " .... "

W. H. McBEAN,
Trainmaster,
Ogden, Utah.
(Montello and Carlin Sub-Divisions.)

F. F. SMALL
Trainmaster,
Sparks, Nev.
(Imlay and Sparks Sub-Divisions.)

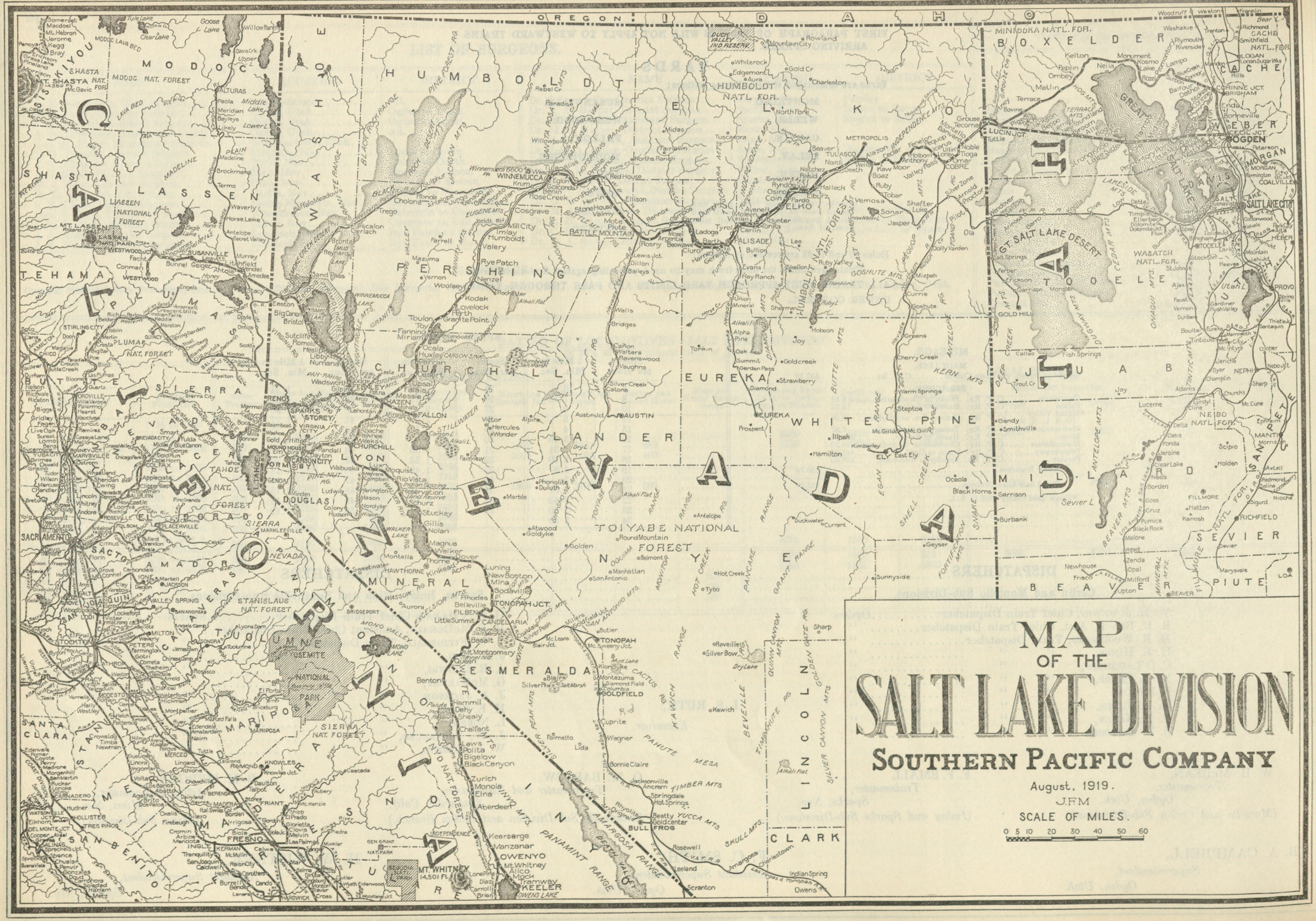
O. M. BARLOW,
Trainmaster and Roadmaster,
Susanville, Calif.
(Susanville Sub-Division and Fallon Branch.)

B. M. MERGEN
Acting Trainmaster,
Mina, Nev.
(Mina Sub-Division)

B. A. CAMPBELL,
Superintendent,
Ogden, Utah.

F. C. SMITH,
Assistant Superintendent,
Ogden, Utah.

H. W. WISTNER,
Assistant Superintendent,
Sparks, Nev.


OREGON
IDAHO
CALIFORNIA
NEVADA
UTAH
SISKIYOU
MODOC
SHASTA
LASSEN
TEHAMA
PLUMAS
SIERRA
NEVADA
PLACER
EL DORADO
AMADOR
SACRAMENTO
CALAVERAS
SAN JOAQUIN
TUOLUMNE
STANISLAUS
MARIPOSA
MERCED
MADERA
FRESNO
SANTA CLARA
SAN BENITO
INYO
MONO
WASHOE
HUMBOLDT
ELKO
PERSHING
CHURCHILL
LANDER
EUREKA
WHITE PINE
LYON
STOREY
DOUGLAS
ORMSBY
MINERAL
ESMERALDA
NYE
LINCOLN
CLARK
BOXELDER
CACHE
WEBER
MORGAN
DAVIS
SALT LAKE
TOOELE
JUAB
MILLARD
SEVIER
BEAVER
PIUTE
OGDEN
SALT LAKE CITY
LUCIN JCT.
WINNEMUCCA
ELKO
CARLIN
PALISADE
BATTLE MOUNTAIN
RENO
SPARKS
HAZEN
FALLON
TONOPAH
GOLDFIELD
SACRAMENTO
STOCKTON
FRESNO
MT. WHITNEY 14,501 FT.
MT. SHASTA
MT. LASSEN
YOSEMITE NATIONAL PARK
GREAT SALT LAKE
GT. SALT LAKE DESERT
TOIYABE NATIONAL FOREST
HUMBOLDT NATL. FOR.
SIERRA NAT. FOREST
STANISLAUS NAT. FOREST
INYO NAT. FOREST
WASATCH NATL. FOR.
MINIDOKA NATL. FOR.

MAP OF THE SALT LAKE DIVISION

SOUTHERN PACIFIC COMPANY

August, 1919.

J.F.M.

SCALE OF MILES.

0 5 10 20 30 40 50 60